

Section 8

Speed-Related Total Crashes, Injury Crashes and Fatal Crashes, 2001

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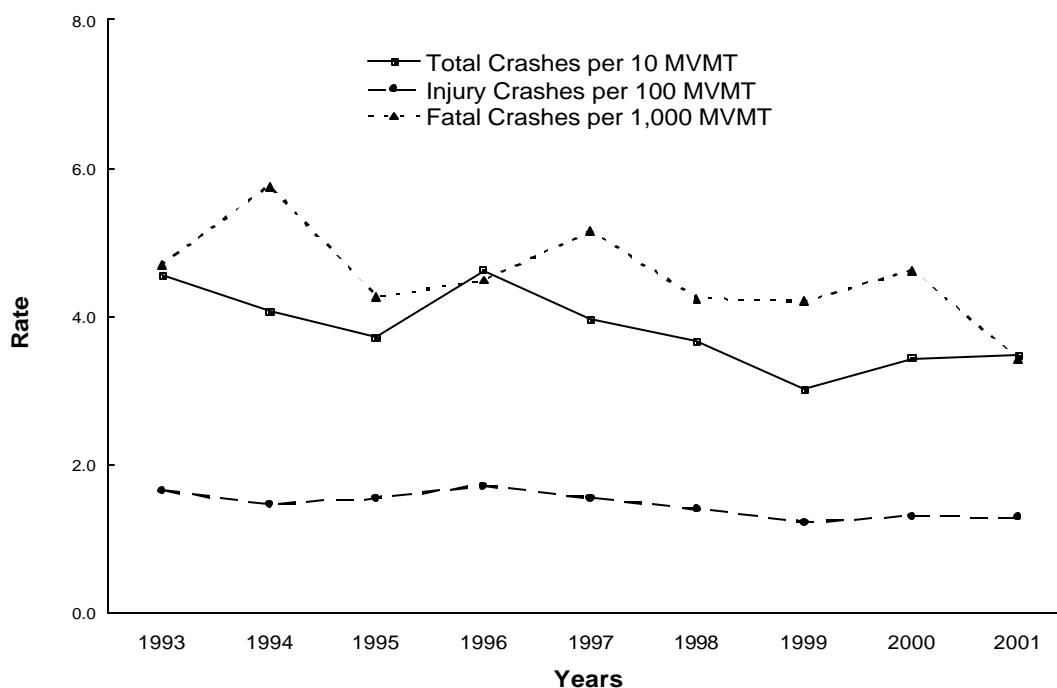
Speed-Related Crashes 1993 - 2001

For the past nine years, the speed-related injury crash rate per million vehicle miles traveled has remained fairly constant, while the trends for total crashes and fatal crashes varied from year to year (Table 8.01 and Figure 8.01). A crash was defined as speed-related if a driver was cited for "speeding" or if "speed to fast" was marked as a contributing factor. In 2001, total speed-related crashes increased 5.1% from 2000. However, the number of fatal speed-related crashes decreased by 23.1% from 2000.

Table 8.01 Speed-Related (S-R) Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993-2001

Year	S-R Total Crashes		S-R Injury Crashes		S-R Fatal Crashes	
	#	Rate per 10 MVMT	#	Rate per 10 MVMT	#	Rate per 1,000 MVMT
1993	7,765	4.6	2,796	1.6	80	4.7
1994	7,344	4.1	2,658	1.5	104	5.8
1995	6,972	3.7	2,912	1.6	80	4.3
1996	8,974	4.6	3,322	1.7	87	4.5
1997	8,079	4.0	3,151	1.5	105	5.1
1998	7,788	3.7	2,981	1.4	90	4.2
1999	6,580	3.0	2,652	1.2	92	4.2
2000	7,725	3.4	2,934	1.3	104	4.6
2001	8,120	3.5	3,003	1.3	80	3.4

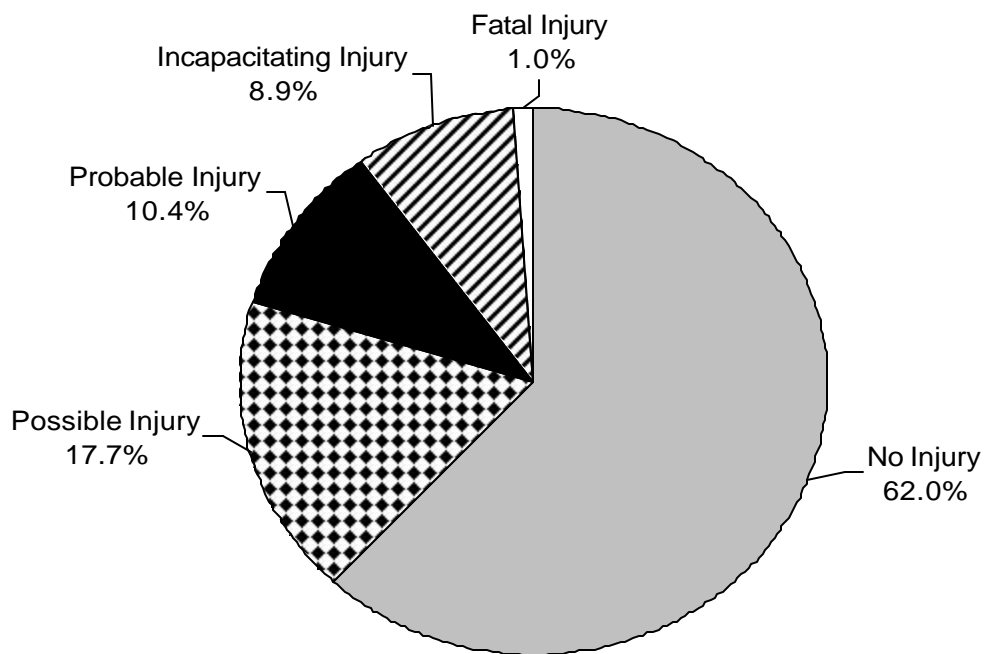
Figure 8.01 Speed-Related Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993–2001



Speed-Related Crash Severity

Figure 8.02 shows the breakdown of speed-related crash severity. The percentage of speed-related crashes (38.0%) that resulted in an injury was similar to the percentage (37.2%) for all motor vehicle crashes (Figure 1.03). The percentage of fatal speed-related crashes (1.0%) was higher than the percentage for all motor vehicle crashes (0.5%).

Figure 8.02 Severity of Speed-Related Crashes as Reported by Police, Utah 2001 (n=8,120)



Speed-Related Crashes

The rates of total speed-related crashes, injury crashes and fatal crashes for each county are shown in Table 8.02. There are two different rates given; one based on the miles traveled in the county, and another on the population of the county. The top three counties for total speed-related crashes based on million vehicle miles traveled were Wayne, Wasatch, and Sevier. The top three counties for speed-related injury crashes were Sevier, Wasatch, and Iron. Wayne, Grand, and San Juan had the highest rates of speed-related fatal crashes per million vehicle miles traveled.

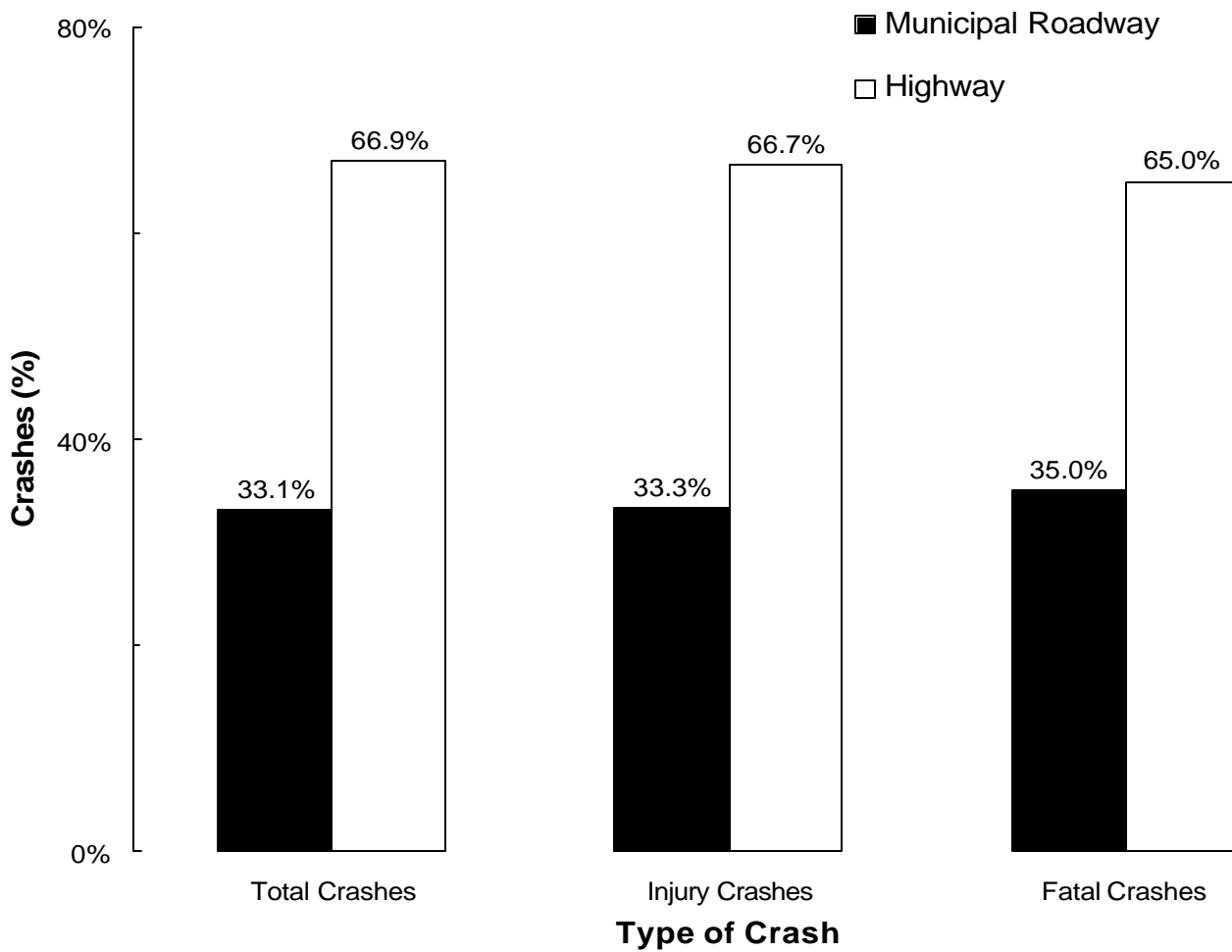
Table 8.02 Speed-Related (S-R) Total Crashes, Injury Crashes and Fatal Crashes by County, Utah 2001

County	S-R Total Crashes			S-R Injury Crashes			S-R Fatal Crashes		
	#	Rate per 10 MVMT	Rate per 10,000 Population	#	Rate per 100 MVMT	Rate per 10,000 Population	#	Rate per 1,000 MVMT	Rate per 100,000 Population
Beaver	77	3.4	109.3	27	11.9	38.3	0	0.0	0.0
Box Elder	308	3.3	70.9	124	13.3	28.6	3	3.2	6.9
Cache	249	3.1	26.3	85	10.6	9.0	2	2.5	2.1
Carbon	67	2.0	29.0	26	7.7	11.3	3	8.9	13.0
Daggett	8	3.1	92.4	2	7.8	23.1	0	0.0	0.0
Davis	579	2.7	24.1	195	9.0	8.1	5	2.3	2.1
Duchesne	70	3.5	48.4	30	15.0	20.7	2	10.0	13.8
Emery	98	2.7	85.9	32	9.0	28.1	2	5.6	17.5
Garfield	27	2.0	56.1	17	12.6	35.3	1	7.4	20.8
Grand	70	2.5	60.6	29	10.2	25.1	4	14.1	34.6
Iron	262	4.5	74.6	102	17.5	29.0	3	5.1	8.5
Juab	86	2.3	103.4	44	11.8	52.9	2	5.4	24.0
Kane	24	1.9	31.2	13	10.5	16.9	0	0.0	0.0
Millard	116	2.8	88.8	43	10.2	32.9	2	4.7	15.3
Morgan	59	4.9	83.5	21	17.4	29.7	1	8.3	14.1
Piute	5	1.6	29.5	1	3.1	5.9	0	0.0	0.0
Rich	19	4.4	100.4	7	16.2	37.0	0	0.0	0.0
Salt Lake	3,283	4.3	36.9	1,180	15.3	13.3	17	2.2	1.9
San Juan	54	1.9	39.4	18	6.2	13.1	3	10.4	21.9
Sanpete	93	4.1	40.8	33	14.7	14.5	0	0.0	0.0
Sevier	213	5.3	106.8	80	20.0	40.1	4	10.0	20.1
Summit	242	3.7	83.1	76	11.8	26.1	5	7.7	17.2
Tooele	136	1.8	37.8	52	6.9	14.5	3	4.0	8.3
Uintah	95	3.1	37.7	52	17.2	20.7	3	9.9	11.9
Utah	1003	3.2	28.4	388	12.3	11.0	7	2.2	2.0
Wasatch	141	5.4	94.9	47	17.9	31.6	1	3.8	6.7
Washington	194	2.1	21.6	99	10.6	11.0	1	1.1	1.1
Wayne	23	5.5	86.3	6	14.3	22.5	1	23.8	37.5
Weber	519	3.4	26.7	174	11.5	9.0	5	3.3	2.6
Statewide	8,120	3.5	36.6	3,003	12.8	13.6	80	3.4	3.6

Speed-Related Crash Locations

The locations of the speed-related crashes are shown in Figure 8.03. Speed-related crashes were more likely to occur on a highway compared to a municipal roadway.

Figure 8.03 Highway and Municipal Roadway Speed-Related Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001



Drivers Involved in Speed-Related Crashes

The largest proportion of total speed-related crashes and injury crashes involved drivers in the 15 to 19 year old group for both males and females (Table 8.03). However, the largest proportion of fatal speed-related crashes involved the 20-24 year old group for males and the 15-19 year old group for females.

Table 8.03 Gender and Age of Drivers Involved in Speed-Related (S-R) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Age	S-R Total Crashes				S-R Injury Crashes				S-R Fatal Crashes			
	Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers	
	#	%	#	%	#	%	#	%	#	%	#	%
<15	18	0.3%	7	0.2%	10	0.5%	7	0.6%	1	1.6%	0	0.0%
15 - 19	1,397	25.3%	801	28.5%	507	25.4%	334	29.9%	11	18.0%	6	28.6%
20 - 24	1,325	24.0%	703	25.0%	466	23.3%	285	25.5%	14	23.0%	2	9.5%
25 - 29	742	13.4%	299	10.6%	247	12.4%	115	10.3%	6	9.8%	3	14.3%
30 - 34	469	8.5%	249	8.9%	177	8.9%	88	7.9%	3	4.9%	3	14.3%
35 - 39	390	7.1%	204	7.3%	145	7.3%	72	6.4%	8	13.1%	1	4.8%
40 - 44	338	6.1%	153	5.4%	127	6.4%	58	5.2%	5	8.2%	1	4.8%
45 - 49	279	5.0%	151	5.4%	106	5.3%	71	6.4%	4	6.6%	3	14.3%
50 - 54	199	3.6%	97	3.5%	65	3.3%	30	2.7%	4	6.6%	2	9.5%
55 - 59	123	2.2%	56	2.0%	43	2.2%	21	1.9%	1	1.6%	0	0.0%
60 - 64	77	1.4%	37	1.3%	36	1.8%	16	1.4%	2	3.3%	0	0.0%
65 - 69	40	0.7%	16	0.6%	14	0.7%	7	0.6%	0	0.0%	0	0.0%
70 - 74	50	0.9%	11	0.4%	20	1.0%	4	0.4%	2	3.3%	0	0.0%
75 - 79	26	0.5%	17	0.6%	10	0.5%	6	0.5%	0	0.0%	0	0.0%
80 - 84	13	0.2%	5	0.2%	7	0.4%	3	0.3%	0	0.0%	0	0.0%
85 +	4	0.1%	1	0.0%	2	0.1%	1	0.1%	0	0.0%	0	0.0%
Missing	39	0.7%	4	0.1%	14	0.7%	0	0.0%	0	0.0%	0	0.0%
Grand Total	5,529	100.0%	2,811	100.0%	1,996	100.0%	1,118	100.0%	61	100.0%	21	100.0%

*Note: More than one driver may be speeding in a speed-related crash.

Speed-Related Crash Participants Injury Severity

Over one-quarter (26.3%) of speed-related crash participants were injured (Figure 8.04) compared to 21.5% of all motor vehicle crash participants (Figure 2.03). The percentage of speed-related crash participant fatalities (0.7%) was higher than the percentage for all motor vehicle crash participants (0.2%).

Figure 8.04 Speed-Related Crash Participants Injury Severity as Reported by Police, Utah 2001 (n=12,985)

